

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 21/03

Page 46—Line 14/L; insert after:

Controlled Access Zones

The Minister of National Defense has designated certain areas of Canadian waters as Controlled Access Zones (CAZ). A designated CAZ is in effect for an indeterminate period. The Chief of the Defense Staff sets conditions for access/non-access into a CAZ.

Information on the status of a CAZ is given in the Canadian Annual Notice to Mariners, the Canadian Monthly Notice to Mariners, and through the local Vessel Traffic Management System. The local Queen's Harbourmaster should be contacted if a vessel determines that they will pass through a CAZ.

The CAZs located in the waters covered by this publication are, as follows:

1. Esquimalt Harbour.—The Esquimalt Harbour CAZ is comprised of the water area in Esquimalt Harbour and the contiguous area of water between lines joining the following sets of positions:

- a. North boundary:
 - i. 48°27.13'N, 123°27.36'W.
 - ii. 48°27.23'N, 123°27.01'W.
- b. South boundary:
 - i. 48°25.31'N, 123°25.21'W.
 - ii. 48°23.21'N, 123°25.21'W.
 - iii. 48°23.03'N, 123°28.79'W.

Designated CAZs within the Esquimalt Harbour CAZ are, as follows:

- a. Water area contiguous to the naval jetties in Esquimalt Harbour.
- b. Water area within 200m of a designated vessel underway in the Esquimalt Harbour CAZ.
- c. Water area within 500m of a designated vessel that is stationary, including at anchor, in the Esquimalt Harbour CAZ.

2. Rocky Point Ammunition Depot, located SW of Esquimalt Harbour.—The Rocky Point CAZ is comprised of the water area contiguous to the ammunition depot bounded by lines joining the following positions:

- a. 48°20.04'N, 123°33.20'W.
- b. 48°20.16'N, 123°32.98'W.
- c. 48°20.12'N, 123°32.70'W.
- d. 48°19.98'N, 123°32.56'W.
- e. 48°19.78'N, 123°32.69'W.

3. Nanoose Bay.—The Nanoose Bay CAZ is comprised of Nanoose Harbour and the contiguous water area bounded by lines joining the following positions:

- a. 49°16.38'N, 124°07.05'W.
- b. 49°16.38'N, 124°06.05'W.
- c. 49°15.96'N, 124°06.05'W.
- d. 49°15.94'N, 124°06.32'W.
- e. 49°15.28'N, 124°06.30'W.

Designated CAZs within the Nanoose Bay CAZ are, as follows:

a. Water area contiguous to the naval jetties in Nanoose Harbour.

b. Water area within 200m of a designated vessel underway in the Nanoose Bay CAZ.

c. Water area within 500m of a designated vessel that is stationary, including at anchor, in the Nanoose Bay CAZ.

(Can Annual Notice No. 43 of 2003) 23/03

Page 50—Line 25/L; read:

Ganges, Prince Rupert, and Vancouver. A SAR

(Can Annual Notice No. 28 of 2003) 23/03

PUB 140 2 Ed 2001 LAST NM 22/03

Page 25—Line 44/R; insert after:

Controlled Access Zones

The Minister of National Defense has designated certain areas of Canadian waters as Controlled Access Zones (CAZ). A designated CAZ is in effect for an indeterminate period. The Chief of the Defense Staff sets conditions for access/non-access into a CAZ.

Information on the status of a CAZ is given in the Canadian Annual Notice to Mariners, the Canadian Monthly Notice to Mariners, and through the local Vessel Traffic Management System. The local Queen's Harbourmaster should be contacted if a vessel determines that they will pass through a CAZ.

The only CAZ located in the waters covered by this publication is in Halifax, Nova Scotia and its approaches. The Halifax CAZ is comprised of the water area in Halifax Harbour and the contiguous area of water NW of a line joining the following positions:

- a. 44°31.19'N, 63°31.19'W.
- b. 44°35.55'N, 63°26.61'W.

Designated CAZs within the Halifax Harbour CAZ are, as follows:

1. Water area contiguous to Naval Jetty NA1.
2. Water area contiguous to Naval Jetty NB.
3. Water area contiguous to Naval Jetty NC.
4. Water area contiguous to Naval Jetty ND.
5. Water area contiguous to Naval Jetty NE.
6. Water area contiguous to Naval Jetty NF.
7. Water area contiguous to Naval Jetty NG.
8. Water area contiguous to Naval Jetty NH.
9. Water area contiguous to Naval Jetty NI.
10. Water area contiguous to Naval Jetty NJ.
11. Water area contiguous to Naval Jetty NK2.
12. Water area contiguous to Naval Jetty NL3.
13. Water area contiguous to Naval Jetty NN3.
14. Water area in Bedford Basin bounded by lines joining the following positions:
 - a. 44°42.06'N, 63°39.55'W.
 - b. 44°42.23'N, 63°38.92'W.
 - c. 44°42.55'N, 63°39.06'W.
 - d. 44°42.41'N, 63°39.71'W.
15. Water area SE of MacDonald Bridge bounded by lines joining the following positions:

PUB 140 (Continued)

- a. 44°39.92'N, 63°34.91'W.
- b. 44°39.63'N, 63°34.34'W.
- c. 44°39.51'N, 63°34.48'W.
- d. 44°39.77'N, 63°35.05'W.

16. Water area SW of McNabs Island bounded by lines joining the following positions:

- a. 44°36.34'N, 63°32.45'W.
- b. 44°36.32'N, 63°32.05'W.
- c. 44°36.37'N, 63°31.85'W.
- d. 44°36.39'N, 63°31.72'W.
- e. 44°36.65'N, 63°31.76'W.
- f. 44°36.74'N, 63°31.92'W.
- g. 44°36.69'N, 63°32.14'W.
- h. 44°36.80'N, 63°32.30'W.
- i. 44°36.73'N, 63°32.66'W.

17. Water area within 200m of a designated vessel underway in the Halifax CAZ.

18. Water area within 500m of a designated vessel that is stationary, including at anchor, in the Halifax CAZ.

(Can Annual Notice No. 43 of 2003)

23/03

Page 26—Lines 21 to 33/L; read:

Coast Guard stations, which are equipped with a lifeboat and are operational 24 hours, are located, as follows:

1. St. John, New Brunswick (45°16'N., 66°03'W.).
2. Shippegan, New Brunswick (47°45'N., 64°42'W.) (seasonal).
3. Westport, Nova Scotia (44°16'N., 66°21'W.).
4. Clarks Harbor, Nova Scotia (43°26'N., 65°38'W.).
5. Sambro, Nova Scotia (44°28'N., 63°35'W.).
6. Bickerton, Nova Scotia (45°05'N., 61°42'W.).
7. Louisbourg, Nova Scotia (45°55'N., 59°58'W.).
8. Souris, Prince Edward Island (46°21'N., 62°15'W.) (seasonal).
9. Summerside, Prince Edward Island (46°24'N., 63°47'W.).
10. Cap-aux-Melles, Quebec (47°23'N., 61°55'W.) (seasonal).
11. Tadoussac, Quebec (48°09'N., 69°43'W.).
12. Quebec, Quebec (46°49'N., 71°13'W.).
13. Burin, Newfoundland (47°03'N., 55°10'W.).
14. Burgeo, Newfoundland (47°36'N., 57°37'W.).

(Can Annual Notice No. 28 of 2003)

23/03

Page 47—Line 7/L; insert after:

Ice

(NIMA)

48

23/03

Page 48—Line 16/L; insert after:

Ice

The Danish State Ice Service, which includes the Ice Breaking Service and the Ice Reporting Service, assists vessels in Danish waters during ice conditions.

Requests for ice breaking assistance will normally be directed to the state ice breakers of the State Ice Service. The ice breakers can be contacted on VHF channel 16 or through Lyngby Coast Radio Station.

The State Ice Service decides, based on prevailing and predicted ice conditions, when compulsory reporting for vessels bound for harbors within a certain area is introduced. This information will be given in the daily ice reports. During a compulsory reporting period, vessels should send their report to the State Ice Service well in advance of arriving in iced Danish waters and include the following information in the report:

1. Vessel name.
2. Flag.
3. Call sign.
4. Vessel size.
5. Engine power.
6. Year built.
7. Gear limit.
8. Amount of cargo.
9. Port of destination.
10. ETA in iced Danish waters.

During the reported voyage, vessels should obey the instructions given by the State Ice Service. Vessels should report to the ice breaker or the State Ice Service no later than when arriving in iced Danish waters. After initial contact with the ice breaker, vessels should maintain a continuous listening watch, unless otherwise directed.

Any vessel delaying or cancel its voyage after submitting the above-described report shall immediately notify the State Ice Service.

(BA NP 286(2))

23/03

Page 51—Line 53/L; insert after:

Deep Sea Pilotage

A deep-sea pilot is strongly recommended for infrequent visitors to the area and for all vessels constrained by their draft. Vessels requiring a deep-sea pilot should request this service through DANPILOT or other designated stations.

Pilotage through Route T from Skagen to Bornholm and vice versa can be ordered through a coast radio station from the following:

1. Skagen Deep Sea Pilots.
2. Store Baelt Pilot Station.
3. Gender Deep Sea Pilots.
4. Soundpilot Deep Sea Pilots.

Deep sea pilots should be ordered at least 12 hours prior to ETA and should be confirmed 3 hours prior to ETA.

General

(BA NP 286(2))

23/03

Page 51—Line 5/R; read:

5. Towed vessels 150 grt

(BA NP 286(2))

23/03

Page 51—Lines 11 to 24/R; read:

Pilotage is also compulsory for certain vessels within the following Danish harbors, fjords, and bridges; see the appropriate Sailing Directions (Enroute) for details of these compulsory pilotage areas:

1. Kobenhavn, Amargevaerket, and Provstenen.
2. Fredericka and Lyngs Odde.

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3. Guldborgsund to Nykobong, Falster.
4. Hals Barre to Alborg.
5. Helsingor.
6. Hundested.
7. Kalundborg and Statoil Pier.
8. Karrebaek Fjord to Naestved.
9. Limfjorden West to Alborg.
10. Mariager Fjord.
11. Masnedsund Bridge to Vordingborg.
12. Odense Fjord and dredged channel.
13. Arhus.

Pilotage is strongly recommended in all other Danish harbors.

(BA NP 286(2); BA NM 38/02, Section VI) 23/03

Page 51—Line 34/R; read:

Outbound vessels should send a request for pilotage 4
(NIMA) 23/03

Page 55—Line 17/R; read:

The Time Zone description is QUEBEC (+4). Daylight Savings Time is not observed.
(BA NP 282) 23/03

Page 62—Lines 34 to 40/L; strike out.

(BA NM 2/03, Section VI) 23/03

Page 62—Line 17/R to Page 64—Line 13/R; read:

Restricted Areas

Certain areas in Finnish waters have been designated as restricted areas. Regulations for these areas prohibit landing or approaching the shore closer than 100m in the vicinity of military areas. Fishing; anchoring outside autohized anchorages, except in an emergency; and underwater activities are prohibited without prior permission.

Gulf of Finland

1. **Haapasaari.**—Area enclosed by a line joining the following positions:

- a. 60°15.08'N, 27°04.50'E.
- b. 60°12.25'N, 27°04.49'E.
- c. 60°12.24'N, 27°14.56'E.
- d. 60°18.77'N, 27°14.61'E.
- e. 60°18.78'N, 27°11.19'E.
- f. 60°17.41'N, 27°08.64'E.
- g. 60°17.29'N, 27°08.00'E.
- h. 60°16.06'N, 27°06.13'E.

2. **Kirkonmaa.**—Area enclosed by a line joining the following positions:

- a. 60°22.74'N, 26°57.10'E.
- b. 60°21.20'N, 26°57.40'E.
- c. 60°21.11'N, 27°05.58'E.
- d. 60°24.15'N, 27°05.59'E.
- e. 60°24.87'N, 27°03.30'E.
- f. 60°24.94'N, 27°02.51'E.
- g. 60°24.60'N, 27°02.29'E.
- h. 60°24.68'N, 27°01.54'E.

- i. 60°24.37'N, 27°00.33'E.

3. **Orregrund.**—Area enclosed by a line joining the following positions:

- a. 60°16.77'N, 26°24.66'E.
- b. 60°11.73'N, 26°24.71'E.
- c. 60°10.25'N, 26°26.69'E.
- d. 60°10.31'N, 26°39.28'E.
- e. 60°16.75'N, 26°28.98'E.

4. **Vaarlahti.**—Area enclosed by a line joining the following positions:

- a. 60°12.34'N, 25°34.36'E.
- b. 60°10.69'N, 25°34.42'E.
- c. 60°10.85'N, 25°40.02'E.
- d. 60°12.39'N, 25°38.50'E.

5. **Pirttisaari.**—Area enclosed by a line joining the following positions:

- a. 60°09.36'N, 25°25.98'E.
- b. 60°09.27'N, 25°27.05'E.
- c. 60°08.95'N, 25°29.02'E.
- d. 60°10.10'N, 25°28.21'E.
- e. 60°10.38'N, 25°27.05'E.
- f. 60°10.22'N, 25°26.17'E.
- g. 60°09.91'N, 25°25.76'E.

6. **Santahamina.**—Area enclosed by a line joining the following positions:

- a. 60°08.61'N, 24°59.83'E.
- b. 60°07.45'N, 24°59.42'E.
- c. 60°07.44'N, 25°04.84'E.
- d. 60°08.37'N, 25°05.40'E.
- e. 60°08.63'N, 25°05.45'E.
- f. 60°09.00'N, 25°05.48'E.
- g. 60°09.42'N, 25°03.81'E.
- h. 60°09.47'N, 25°03.14'E.

7. **Isosaari.**—Area enclosed by a line joining the following positions:

- a. 60°06.68'N, 25°04.92'E.
- b. 60°06.65'N, 25°00.82'E.
- c. 60°06.25'N, 25°00.42'E.
- d. 60°04.67'N, 25°01.89'E.
- e. 59°58.61'N, 24°59.96'E.
- f. 59°58.73'N, 25°08.26'E.
- g. 60°05.47'N, 25°07.88'E.

8. **Miessaari.**—Area enclosed by a line joining the following positions:

- a. 60°08.28'N, 24°47.72'E.
- b. 60°07.93'N, 24°47.83'E.
- c. 60°07.65'N, 24°47.05'E.
- d. 60°07.70'N, 24°46.60'E.
- e. 60°07.83'N, 24°46.58'E.
- f. 60°08.08'N, 24°46.78'E.
- g. 60°08.28'N, 24°47.40'E.

9. **Rysakari.**—Area enclosed by a line joining the following positions:

PUB 140 (Continued)

- a. 60°06.20'N, 24°50.30'E.
- b. 60°06.05'N, 24°50.57'E.
- c. 60°05.83'N, 24°49.97'E.
- d. 60°06.12'N, 24°49.50'E.

10. **Katajaluoto.**—Area enclosed by a line joining the following positions:

- a. 60°06.23'N, 24°55.18'E.
- b. 60°06.15'N, 24°55.60'E.
- c. 60°05.67'N, 24°54.92'E.
- d. 60°05.83'N, 24°54.45'E.

11. **Uppinniemi.**—Area enclosed by a line joining the following positions:

- a. 59°46.20'N, 24°05.18'E.
- b. 59°48.70'N, 24°26.59'E.
- c. 59°56.27'N, 24°23.91'E.
- d. 59°56.26'N, 24°22.66'E.
- e. 59°55.65'N, 24°21.22'E.
- f. 59°56.25'N, 24°19.86'E.
- g. 60°00.20'N, 24°22.97'E.
- h. 60°01.00'N, 24°23.43'E.
- i. 60°01.72'N, 24°23.10'E.
- j. 60°02.51'N, 24°22.44'E.
- k. 60°02.79'N, 24°21.74'E.
- l. 59°58.76'N, 24°09.85'E.
- m. 59°57.09'N, 24°03.66'E.
- n. 59°56.13'N, 24°01.06'E.
- o. 59°55.70'N, 24°00.24'E.
- p. 59°55.02'N, 24°04.37'E.
- q. 59°54.18'N, 24°06.64'E.

12. **Hasto Buso.**—Area enclosed by a line joining the following positions:

- a. 59°50.67'N, 23°18.86'E.
- b. 59°50.02'N, 23°19.07'E.
- c. 59°49.62'N, 23°20.60'E.
- d. 59°49.90'N, 23°21.42'E.
- e. 59°50.55'N, 23°21.51'E.

13. **Hanko.**—Area enclosed by a line joining the following positions:

- a. 59°46.92'N, 22°55.3'E.
- b. 59°38.38'N, 22°55.09'E.
- c. 59°39.12'N, 23°12.20'E.
- d. 59°43.58'N, 23°12.88'E.
- e. 59°45.03'N, 22°57.68'E.
- f. 59°45.76'N, 22°57.54'E.
- g. 59°46.79'N, 22°59.96'E.

Saaristomeri

1. **Kemio.**—Area enclosed by a line joining the following positions:

- a. 60°09.96'N, 22°25.09'E.
- b. 60°06.82'N, 22°21.76'E.
- c. 60°06.21'N, 22°24.46'E.
- d. 60°06.58'N, 22°26.86'E.
- e. 60°06.76'N, 22°27.48'E.
- f. 60°09.17'N, 22°32.88'E.
- g. 60°09.61'N, 22°33.01'E.

- h. 60°10.30'N, 22°32.74'E.

2. **Oro.**—Area enclosed by a line joining the following positions:

- a. 59°50.55'N, 22°15.25'E.
- b. 59°45.38'N, 22°14.04'E.
- c. 59°41.27'N, 22°14.63'E.
- d. 59°41.54'N, 22°22.16'E.
- e. 59°43.51'N, 22°21.61'E.
- f. 59°46.83'N, 22°21.50'E.
- g. 59°47.63'N, 22°21.41'E.
- h. 59°48.00'N, 22°21.53'E.
- i. 59°50.25'N, 22°21.88'E.
- j. 59°50.60'N, 22°20.67'E.

3. **Uto.**—Area enclosed by a line joining the following positions:

- a. 59°48.46'N, 21°20.05'E.
- b. 59°46.54'N, 21°20.21'E.
- c. 59°41.55'N, 21°20.08'E.
- d. 59°42.00'N, 21°29.94'E.
- e. 59°45.47'N, 21°29.93'E.
- f. 59°47.62'N, 21°29.94'E.

4. **Gylto.**—Area enclosed by a line joining the following positions:

- a. 60°06.55'N, 21°26.63'E.
- b. 60°05.50'N, 21°27.98'E.
- c. 60°06.02'N, 21°31.76'E.
- d. 60°07.63'N, 21°31.47'E.
- e. 60°08.34'N, 21°30.99'E.
- f. 60°08.59'N, 21°29.55'E.
- g. 60°08.01'N, 21°28.87'E.

5. **Houtskar.**—Area enclosed by a line joining the following positions:

- a. 60°12.81'N, 21°27.94'E.
- b. 60°12.85'N, 21°29.93'E.
- c. 60°13.43'N, 21°30.09'E.
- d. 60°13.68'N, 21°29.78'E.
- e. 60°13.69'N, 21°28.62'E.
- f. 60°13.76'N, 21°28.30'E.
- g. 60°13.70'N, 21°27.44'E.
- h. 60°13.47'N, 21°27.35'E.

6. **Pansio.**—Area enclosed by a line joining the following positions:

- a. 60°26.88'N, 22°06.66'E.
- b. 60°25.75'N, 22°07.05'E.
- c. 60°25.89'N, 22°09.37'E.
- d. 60°26.00'N, 22°09.44'E.
- e. 60°27.17'N, 22°08.84'E.

(BA NM 11/01, Section IV)

23/03

Page 137—Line 15/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the end of March through the end of October; the exact changeover dates should be obtained from local authorities.

(BA NP 282)

23/03

PUB 140 (Continued)

Page 145—Line 22/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time is not observed.

(BA NP 282) 23/03

Page 185—Lines 33 to 36/R; strike out.

(NIMA) 23/03

Page 219—Line 21/R to Page 220—Line 5/L; read:

High speed craft are reported (2002) to be in operation in the following areas:

1. Channel Islands-St. Malo, France.
2. Weymouth-Channel Islands.
3. Poole-Channel Islands.
4. Dover-Oostende, Belgium.
5. Tilbury-Boulogne, France.
6. Cairnryan-Larne, Ireland.
7. Newhaven-Dieppe, France.
8. Dover-Calais, France.
9. Stranraer-Belfast, Northern Ireland.
10. Liverpool-Dublin, Ireland-Isle of Man.
11. Liverpool-Isle of Man-Belfast.
12. Liverpool-Dublin-Belfast.
13. Fishguard-Rosslare, Ireland.
14. Holyhead-Dun Laoghaire, Ireland.
15. Harwich-Hoek van Holland, Netherlands.
16. Belfast-Troon-Stranraer.
17. Portsmouth-Cherbourg, France.
18. Portsmouth-Isle of Wight.
19. Southampton-Isle of Wight.
20. Southsea-Isle of Wight.

(BA Annual Notice No. 23 of 2003) 23/03

Page 220—Lines 44 to 49/L; strike out.

(NIMA) 23/03

Page 224—Lines 14 to 15/L; read:

freedom to maneuver and may be operating divers within 1,000m of their position. Mariners are requested to observe the

(BA Annual Notice No. 10 of 2003) 23/03

Page 224—Line 26/L; read:

approach closer than 1,000m. Minehunters normally work in (BA Annual Notice No. 10 of 2003) 23/03

Page 224—Line 29/L; read:

guided submersible. These may be up to 1,000m from the (BA Annual Notice No. 10 of 2003) 23/03

Page 224—Lines 43 to 44/L; read:

about 1 mile.

X5039 Quebec One

Area enclosed by lines joining the following positions:

- a. 50°40.00'N, 1°05.50'W.
- b. 50°40.00'N, 0°57.00'W.

c. 50°36.97'N, 0°54.57'W.

d. 50°36.97'N, 1°02.14'W.

e. 50°30.00'N, 1°11.27'W.

f. 50°30.00'N, 1°12.09'W.

g. 50°35.62'N, 1°12.09'W.

then N along the coast of the Isle of Wight to the origin.

X5050

Area enclosed by lines joining the following positions:

a. 50°41.00'N, 0°54.80'W.

b. 50°41.00'N, 0°52.03'W.

c. 50°40.00'N, 0°52.03'W.

d. 50°40.00'N, 0°54.80'W.

**X5059 Eastern English Channel Minesweeping Stream-
ing**

(BA Annual Notice No. 10 of 2003) 23/03

Page 224—Line 42/R; insert after:

X5122

Area enclosed by a line joining the following positions:

a. 51°27.5'N, 1°34.2'E.

b. 51°27.5'N, 1°45.8'E.

c. 51°26.6'N, 1°45.8'E.

d. 51°26.6'N, 1°34.2'E.

X5123 Live MDC Firing Area

Circular area, radius 1 mile, centered on position 51°22.5'N, 1°38.6'W.

(BA Annual Notice No. 10 of 2003) 23/03

Page 230—Lines 45/L to 22/R; read:

**Automatic Ship Identification and Reporting System
(AIRS)**

An AIRS has been established to monitor the movements of vessels around the British Isles. It uses a transponder system based on VHF Digital Selective Calling (DSC) channel 70 and is part of the IMO Universal Automatic Identification System (UAIS).

The system utilizes the capability of the VHF DSC installations adopted for the Global Marine Distress and Safety System (GMDSS) to decode interrogation calls addressed to specific geographical areas. The AIRS operates through UK Coastguard VHF DSC stations transmitting DSC interrogation calls addressed to coordinates in a pre-defined geographical area on VHF channel 70 (156.525 MHz) requesting vessels in this area to respond with certain information. The information requested can include position, vessel type, length, draft, next port of call, course, speed, and whether the vessel is not under command, constrained by draft, or restricted in its maneuverability.

The system is specifically designed to be used by any vessel equipped with an IMO UAIS. Vessels have been required to be equipped with a UAIS under a phased program which began in July, 2002.

Further information may be obtained from:

Communication and Innovation Branch

Maritime and Coastguard Agency

Bay 2/30

PUB 140 (Continued)

Spring Place
105, Commercial Road
Southampton

SO15 1EG

United Kingdom

Telephone: +44 (0)2380-329146

Fax: +44 (0)2380-329204

(BA Annual Notice No. 17A of 2003)

23/03

Page 231—Lines 46/L to 11/R; read:

The buoy carries UHF whip aerials (200 cm and 100 cm long) and is fitted with two automatic transmitting radio units which operate on 406.0 MHz and 243.0 MHz.

The 243.0 MHz SABRE emission will consist of three audio sweeps from 1600 Hz down to not lower than 300 Hz, occupying a period of 1.2 seconds. The emission will then be silent for 0.8 second. The transmission duration should continue for a minimum of 72 hours.

The 406.0 MHz emission will consist of a SARSET transmission.

(BA Annual Notice No. 8 of 2003)

23/03

PUB 154 8 Ed 2002 LAST NM 19/03

Page 57—Line 34/R; read:

Bay and is constricted; speed in the bay is limited to a maximum of 5 knots. Two landing floats, with depths of 4.5

(Can NM 4W/03, Section 4)

23/03

Page 75—Line 32/L; read:

the head of the pier. A wreck, with a depth of 18m, lies about 0.1 mile WNW of the pontoons.

(Can NM 4W/03, Section 4)

23/03

PUB 160 2 Ed 2002 LAST NM 22/03

Page 110—Lines 5 to 12/R; read:

General

All Iraqi-bound inbound vessels traversing the Northern Persian Gulf, the Khawr Abd Allah waterway, and the Iraqi portion of the Shatt Al Arab waterway are subject to query, boarding, and inspection.

All vessels bound for or departing from Iraqi ports and off-shore oil terminals must pass through a checkpoint, defined as an area within a 5 mile radius of position 29°32'N, 49°14'E. This position is located about 40 miles SE of the entrance to the Shatt Al Arab. Approaching vessels must contact the Maritime Interception Forces (MIF) Commander on VHF channel 16 when within 5 miles of the above-described point. Vessels will not be permitted to proceed beyond this point until cleared by the MIF Commander. All cargo must be accessible for inspection at sea.

Vessels must also contact the MIF coordinator, U. S. Naval Forces, Central Command (Bahrain) at least 72 hours in advance, by either of the following methods:

1. Facsimile: 973-829-117

2. Mailing address:

Commander

U. S. Naval Forces Central Command

Maritime Interception Forces Coordinator (N31CG)

FPO AE 09501-6008

The following information must be included in the contact message:

1. Vessel name.
2. Flag.
3. Call sign.
4. Itinerary, including the port of cargo origin.
5. Description of cargo.
6. Volume of cargo.
7. Number of cargo holds.
8. Dimensions of cargo holds.
9. Agent's name.
10. Owner's name.
11. ETA at the checkpoint.
12. Vessel's draft.
13. Any special requirements needed for transiting Iraqi waterways and/or for berthing upon arrival.

Iraq Embargo

(HYDROPAC 735/03; US CH 62490)

23/03

PUB 171 7 Ed 2001 LAST NM 41/02

Page 22—Lines 18/L to 10/R; read:

Pilotage.—Pilotage is compulsory, except for vessels exempted by law, and is available during daylight hours only. The pilot boards about 2.5 miles NE of South Breakwater Head.

Inbound vessels should send ETA and draft 72 hours and 12 hours in advance.

Vessels should confirm the ETA with Port Control when within VHF range and when 16 miles E of the breakwater (vessels approaching from the E) or 3.5 miles S of Cape Recife (vessels approaching from the W).

Regulations.—Vessels approaching from the W, except those vessels using the Inshore Traffic Zone, should make for a position 4.5 miles E of Cape Recife Light and then follow the TSS shown on the chart leading to the anchorages, the Precautionary Area, and the pilot boarding position.

Vessels approaching from the E, except those vessels using the Inshore Traffic Zone, should join the TSS from a position 10 miles NE of Cape Recife Light.

All VTS regulations that pertain to South African ports can be found in Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

Anchorages.—Designated anchorages, which are best seen on the chart, for differing classes of vessels are, as follows:

1. Anchorage No. 1 (1.25 miles ESE of the harbor entrance)—Small craft.
2. Anchorage No. 2—Vessels carrying non-hazardous cargo.
3. Anchorage No. 3—Vessels carrying hazardous cargo.

(BA NM 19/02, Section IV))

23/03

Page 30—Lines 17 to 23/L; read:

The pilot boats are equipped with VHF radio; they have black hulls and white superstructures, with the words PILOTS—LOADS in black.

PUB 171 (Continued)

Durban Port Control has established a Vessel Traffic Service. The VTS system is mandatory for any vessel over 15m long and all passenger vessels. Durban Port Control VTS monitors VHF channels 9 and 16.

VTS zones are established at the harbor entrance and at 6 mile and 12 mile radii from the Fairway Lighted Buoy (29°50' S., 31°06' E.). When arriving, vessels are to contact the VTS 15 minutes before entering the 12-mile reporting zone, at the 12-mile reporting zone, at the 6-mile reporting zone, and at the harbor entrance. Departing vessels are to contact the VTS 15 minutes before leaving berth, then at each reporting zone listed above.

VTS regulations that pertain to South African ports can be found in Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

Regulations

The following regulations are in effect:

1. Oil tankers and ships carrying explosives or dangerous goods are restricted to daytime movements.
2. Other ships in excess of 200m in length and 26m in beam may not enter at night.
3. All ships whose beam exceeds 35m are brought into port only when weather conditions are suitable.

(BA NP 286(3)) 23/03

Page 32—Line 6/R; insert after:

VTS regulations that pertain to South African ports can be found in Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

The VTS will advise vessels of other traffic, berthing arrangements, helicopter and launch services, and pilot arrangements.

(BA NP 286(3)) 23/03

PUB 172 9 Ed 2001 LAST NM 22/03

Page 23—Line 58/L; read:

platform stands on the E edge of the southbound traffic lane,
(US CH 62195) 23/03

Page 24—Graphic; strike out.

(US CH 62195) 23/03

Page 24—Lines 3 to 11/R; read:

Ramadan Oil Field, consisting of several production wells, lies about 9.5 miles NNE of Ras Shukheir. Yulyu Oil Field, lying 4 miles SW of the first field, lies within the Separation Zone, and is connected to the gulf's W shore by a submarine pipeline; a conspicuous flare marks the field. El-Morgan Oil Field, contained within a Prohibited Area, lies about 8 miles SE of Yulyu Oil Field and is also marked by a conspicuous flare.

(US CH 62195) 23/03

Page 29—Lines 6 to 11/L; read:

Caution.—Belayim Oil Field, lying about 5 miles SW of Ras Sharatib and best seen on the chart, contains shoal water

and oil rigs which present a hazard to navigation. It is surrounded by a restricted area in which anchoring and fishing are prohibited.

(US CH 62195) 23/03

Page 210—Line 31/R; insert after:

Vessels with a draft of greater than 13.25m must pick up the pilot in the charted pilot boarding area and may not approach closer than the pilot boarding area until the pilot has boarded and a passage plan agreed.

(PUBS 017-03) 23/03

Page 216—Line 50/R; insert after:

The Barouge Polyethelene Terminal consists of a quay, 276m long, with a dredged depth of 8.3m alongside. A ro-ro ramp is located at the W end of the quay. The approach channel, which is 100m wide, and turning basin, which has a diameter of 300m, are dredged to 8.3m. Vessels up to 12,000 dwt, with a maximum length of 150m, a maximum beam of 23m, and a maximum draft of 8.3m, can be accommodated.

(PUBS 017-03) 23/03

Page 218—Line 18/L; insert after:

Vessels over 25 years of age are not allowed to berth at the terminal.

(PUBS 017-03) 23/03

Page 241—Line 50/R; read:

normal conditions. Depths of less than 6m may exist as far as 1 mile off

(US CH 62530) 23/03

Page 242—Line 9/L; read:

Jazirat al Qurayyin (Jazirat Kurayn), a low, sandy islet fringed by a reef, is

(US CH 62530) 23/03

PUB 193 8 Ed 2000 LAST NM 20/03

Page 79—Lines 14 to 57/L; read:

4.63 Idefjorden (59°03'N., 11°25'E.) extends about 9 miles SSE from the E end of Ringdalsfjorden. This fjord is nearly free of dangers but it becomes shallow about 1 mile from the head. The shores are heavily wooded and most of the small bays indenting them are overgrown by weeds.

The border between Norway and Sweden lies approximately in the center of the channel leading through the fjord.

Skysskaffen Light (59°06.0'N., 11°22.5'E.) is shown from a structure standing on the E shore of the fjord, about 1.2 miles S of Halden Harbor.

A number of former granite-loading places are situated along the shores of this fjord, but the facilities are in poor condition. It is reported (2000) that no places of commercial significance are located in the fjord and all cargo is handled at Halden.

(Nor SD 2A) 23/03

PUB 193 (Continued)

Page 79—Lines 1 to 56/R; strike out.
(NIMA)

23/03

Page 80—Lines 1 to 5/L; strike out.
(NIMA)

23/03

Page 80—Lines 1 to 6/R; strike out.
(NIMA)

23/03

COAST PILOT CORRECTIONS

COAST PILOT 6
(NOS)

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